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SPARK PLUGS FOR COMMANDER V-8 ENGINES

Please record this article on the Service Bulletin Reference page at the end of the Engine section of your 1951 Passenger Car Shop Manual.

The Champion H10 spark plug has now been adopted as the standard plug for production and service use in all Commander V-8 engines. Where a hotter plug is desirable, Champion Model H11 may be used; where a colder operating plug is desirable, Champion Model H8 may be used.

Parts are:

Part No.	Part Name
AC-2279	Spark Plug, Champion H10 - Standard for H, 3H Engines
AC-2278	Spark Plug, Champion H8 - Colder for H, 3H Engines
AC-2280	Spark Plug, Champion H11 - Hotter for H, 3H Engines

REAR QUARTER WINDOW WEATHERSEAL RETAINER - STARLINER MODELS

Please record this article on the Service Bulletin Reference page at the end of the Body section of your 1951 Passenger Car Shop Manual.

New rear quarter window weatherseal retainers, Part Nos. 295790-1, for 1952 Starliner models entered production effective with Serial Nos. G1150024 and 8259170. The new retainer includes a stainless steel flange on the outward side and a weatherstrip.

To install these new retainers on 1952 Commander and Champion Starliner models before the above serial numbers, it is necessary to strip back the weatherseal over the rear quarter window and remove the original retainer. The new retainer is then installed and the weatherseal replaced in the new retainer.

Care should be taken when installing the new retainer to maintain a proper adjustment because of the lateral action of the rear quarter window as it is raised. When properly

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installed, the retainer rests against the side of the rear quarter window (when the window is in the fully raised position) and provides a weathertight channel for the window.

DESIGN CHANGES IN SERVICE REPLACEMENT AUTOMATIC TRANSMISSIONS

Please record this article on page 50 of your Automatic Transmission Preliminary Shop Manual.

Effective with automatic transmission Serial Nos. SCO 124103 (1951-1952 Commander), SCO 1714R (1950 Commander), and SCH 35085 (1950-1951-1952 Champion), extension cases with blind holes for the parking pawl pivot pins entered production as optional construction.

This change in design affects the following points:

1. Parking pawl pivot pins have a 5/16 x 24 tapped hole in the end for easy removal.
2. All extension cases having through pivot pin holes in the casting will have a blind bushing installed on the open side in production.
3. O-ring is omitted from parking pawl pivot pins.

4. O-ring groove is retained to guarantee interchangeability with units now in service.
5. Complete extension case assemblies are fully interchangeable as units regardless of above serial numbers.

Effective with automatic transmission Serial Nos. SCO 124523 (1951-1952 Commander), SCO 1804R (1950 Commander), and SCH 35086 (1950-1951-1952 Champion), a fiber washer is installed on the parking pawl toggle arm (splined) shaft between the parking pawl and the rear of the extension case to keep the parking pawl and linkage aligned and prevent binding. Any extension case in which this fiber washer is found should be reassembled with the washer between the parking pawl and the rear of the extension case.

CLUTCH OPERATING SHAFT BUSHING AND RETAINERS ASSEMBLY - ALL CARS AND TRUCKS 1947-1952 INCLUSIVE

Please record this article on page 49 of your 2R Series Trucks Shop Manual and on the Service Bulletin Reference page at the end of the Clutch section of your 1951 Passenger Car Shop Manual.

To minimize the possibility of vibration or noise, a new clutch operating shaft bushing and retainer kit has been released for production and service of all passenger car and truck models from 1947 to 1952. This new type is similar in appearance as far as the external retainers are concerned but differs in the internal details (see Fig. 1).

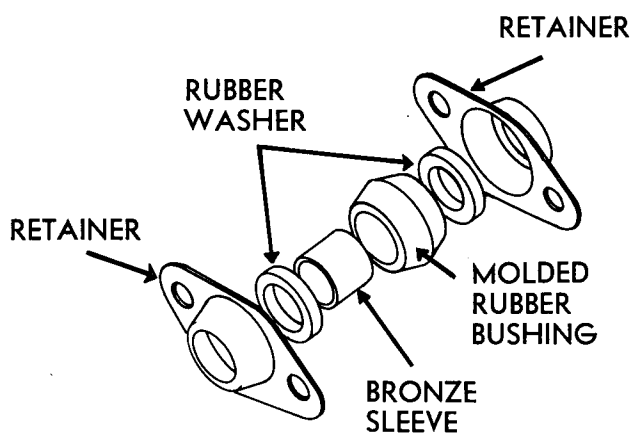


FIG. 1

Instead of a bronze bushing, two felt washers and two rubber washers, the new part has an Oilite bushing which fits into a moulded rubber bushing. A rubber washer then fits at each end of the rubber and bronze bushing as-

sembly. The retainer remains the same as previously used. The parts should be dipped in engine oil before assembly but should require no lubrication thereafter.

The Parts Department will carry only the latest Part No. 532200, Clutch Operating Shaft Bushing and Retainer Kit, as soon as stocks of Part No. 527424 kits are depleted.

PROVIDING FILTERED AIR FOR COMMANDER V-8 AUTOMATIC CHOKE

Please record this article on the Service Bulletin Reference page at the end of the Gasoline System section of your 1951 Passenger Car Shop Manual.

Dust may be drawn into the automatic choke mechanism of the V-8 carburetor through the choke stove in sufficient quantity over a period of time to cause the choke piston to stick. Where this condition occurs, the choke mechanism will not function properly and a situation of hard starting may result.

To eliminate the possibility of this condition developing, a modification of the automatic choke stove and heater tube, which provides filtered air through the carburetor air cleaner for the automatic choke operation, entered production with V-8 engine V172611.

A similar modification has been provided for use on V-8 engines prior to engine V172611 (see Fig. 2). A description of the parts required for this service modification as well as instructions for installation follow.

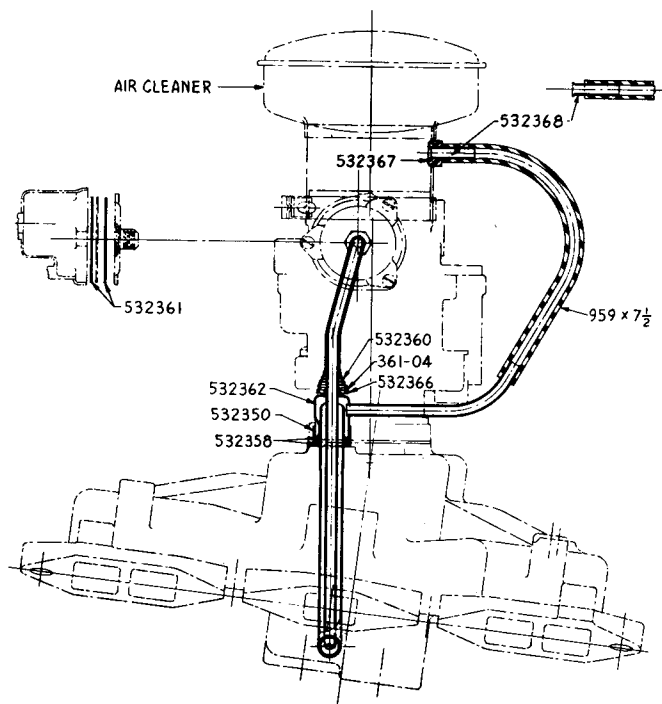


FIG. 2

Parts Required

The kit should be ordered from your parts depot under Part No. 532365, Automatic Choke Heater Tube Kit. This kit consists of:

Qty.	Part No.	Part Name
1	959x7½	Air Cleaner Nipple to Shroud Hose
1	532368	Air Cleaner Nipple
1	532367	Air Cleaner Nipple Grommet
1	532362	Automatic Choke Heater Tube Shroud and Pipe Assembly
1	532350	Automatic Choke Heater Tube Shroud Base
2	532358	Automatic Choke Heater Tube Shroud Gasket
1	532360	Automatic Choke Heater Tube Seal Spring
1	532366	Automatic Choke Heater Tube Seal
1	361-04	Automatic Choke Heater Tube Seal Washer
2	532361	Automatic Choke Thermostat Cover Seal

Preparation For Kit Installation

Before the installation of the kit on 1951 models equipped with the type 6-107A carburetor, it will be necessary that the carburetor be modified, if not already done, to include the new choke stove as outlined in Service Bulletin No. 258, page 4.

Cleanliness of the automatic choke mechanism is essential to insure proper operation. Therefore, clean the parts thoroughly as outlined in the procedure for the kit installation and exercise care during the installation to make certain that the mechanism remains clean.

Installation Procedure

The procedure for installing the automatic choke heater tube kit is as follows:

1. With compressed air, remove dirt from the intake manifold and carburetor.
2. Remove the carburetor air cleaner.
3. Disconnect the manifold-to-choke tube-and-loom assembly and remove the tube and shroud.
4. Remove the choke cover.
5. Remove the choke piston-and-link assembly.
6. Check for interference on choke valve, shaft, and linkage. If action of these parts is restricted, determine whether the valve has sufficient clearance in the carburetor air horn.

(For correction, refer to "Carburetor Choke Valve Bind - 1951 Commander (H)" on page 3 of Service Bulletin No. 260.) If bind is still present with the choke valve free, remove the shaft assembly and clean the choke shaft and bore thoroughly with crocus cloth. Align the linkage to provide free action. *Do not use oil on linkage.* Reassemble the choke shaft and valve assembly.

7. Clean the choke piston bore with a small wire brush. After brushing, clean the piston bore and the entire choke housing with compressed air.
8. Polish the choke piston with crocus cloth and clean the piston thoroughly with compressed air.
9. Reinstall the piston-and-link assembly and make certain the piston choke valve and linkage have free action.

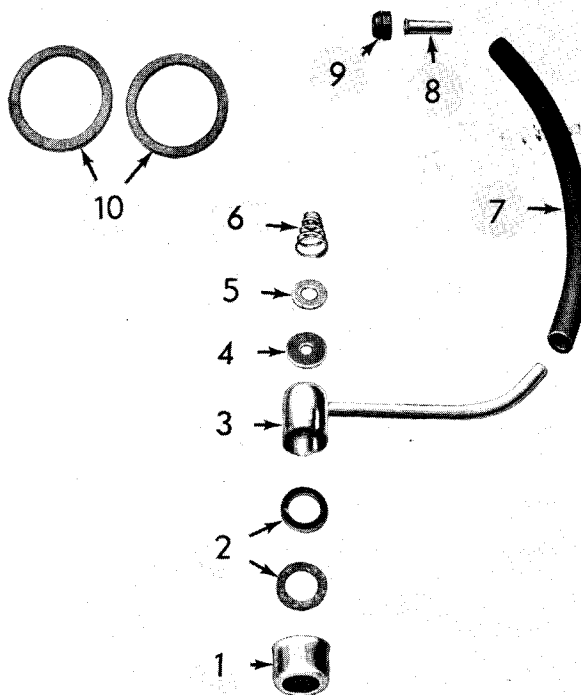


FIG. 3

- | | |
|-----------------------------|-------------|
| 1. SHROUD BASE | 6. SPRING |
| 2. ASBESTOS GASKETS | 7. HOSE |
| 3. SHROUD AND PIPE ASSEMBLY | 8. NIPPLE |
| 4. SEAL | 9. GROMMET |
| 5. SEAL WASHER | 10. GASKETS |

10. With compressed air, clean the choke cover.
11. Two gaskets (10, Fig. 3), one on each side of the choke cover heat baffle, are to be used on the 6-111 carburetor. Install one gasket in the cover recess of the choke housing. Install the other gasket between the cover and the heat baffle (see Fig. 4).

It is not necessary to remove the thermostat coil and baffle to make this installation.

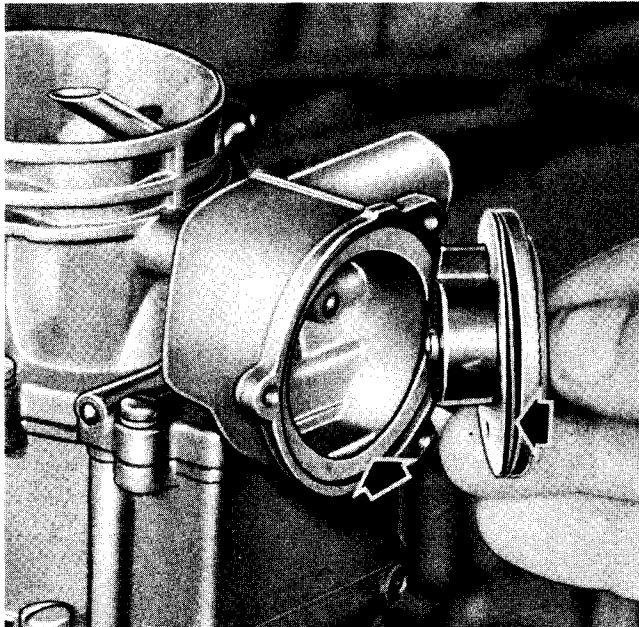


FIG. 4

On the 6-107A carburetor, only one gasket is to be used since there is no heat baffle.

12. Install the choke cover. On the 6-111 carburetor, set the choke cover mark on the choke housing index. On the 6-107A carburetor, set the cover one notch lean of the choke housing index.
13. Insert an 18" length of 1/4" copper tubing to the bottom of the choke heater tube. Blow compressed air through the tubing to clean heater tube thoroughly.
14. Install the shroud base (1, Fig. 3) on the choke heater tube with the larger opening up and bottom of the shroud base on the intake manifold.
15. Install the two asbestos gaskets (2) in the shroud base. Be sure that gasket material does not fall into the heater tube during assembly.
16. Install the new shroud-and-pipe assembly (3). Use a wooden block and tap the shroud-and-pipe assembly down over the heater tube and seat it securely on the asbestos gaskets in the shroud base (see Fig. 5).
17. Insert the lower end of the manifold-to-choke tube-and-loom assembly in the small end of the spring (6, Fig. 3). Slide the spring up the tube by turning it counter-clockwise. Slip the seal washer (5) on the tube next to the spring and install the Silicone seal (4) on the tube next to the seal washer.

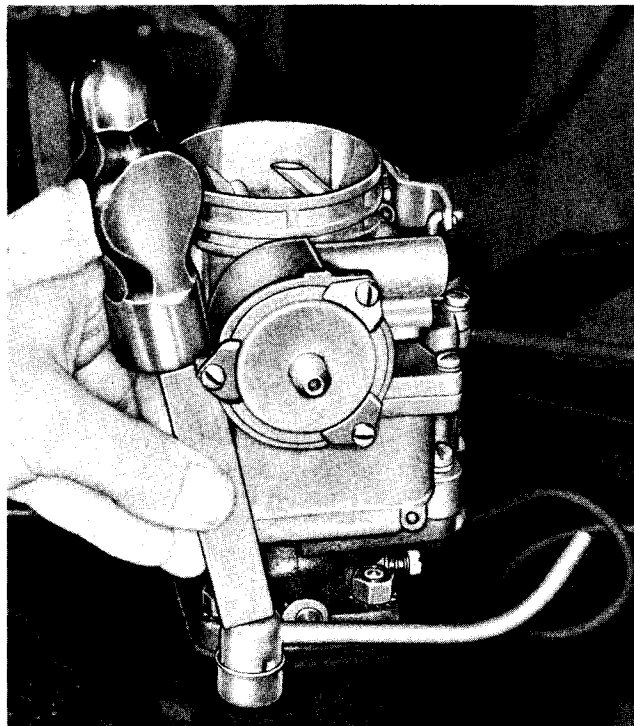


FIG. 5

18. Insert the tube-and-loom assembly down into the heater tube and position the spring so that there will be ample compression of the spring on the seal at final assembly. Attach the tube-and-loom assembly to the choke cover (see Fig. 6)

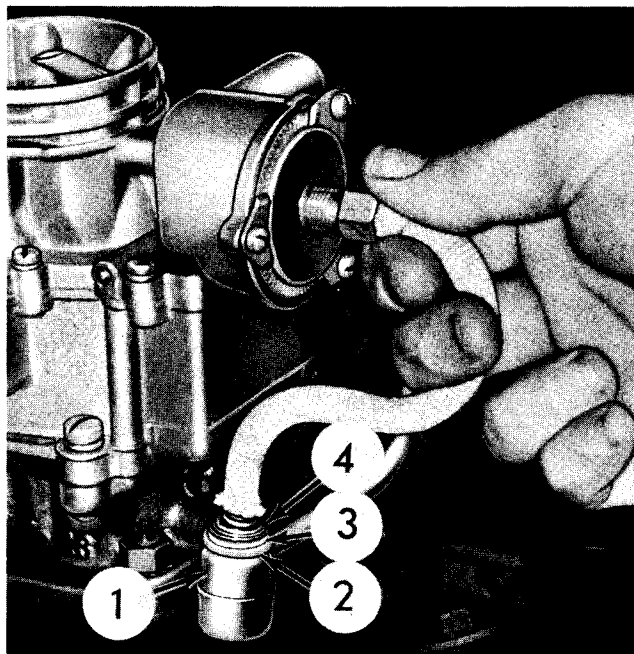


FIG. 6

1. SHROUD AND PIPE ASSEMBLY
2. SEAL

3. SEAL WASHER
4. SPRING

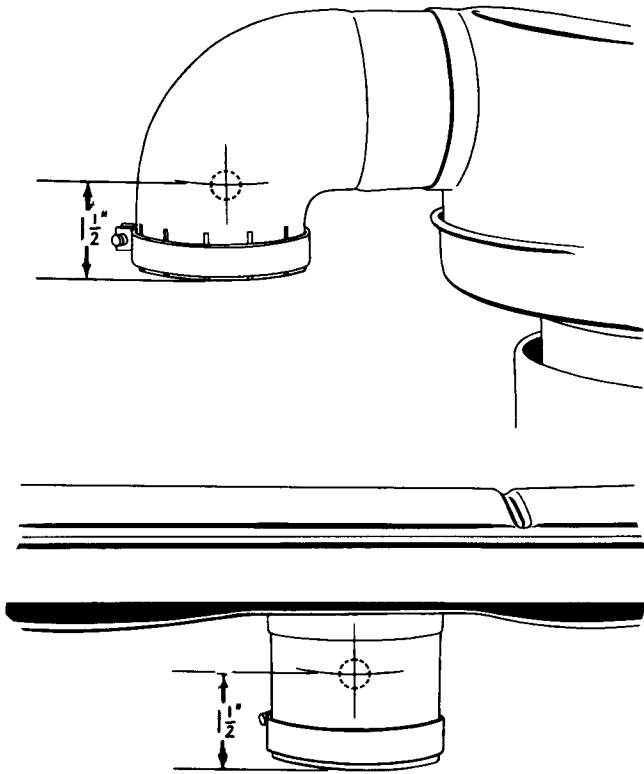


FIG. 7

19. Disassemble the air cleaner. Drill a $7/16$ " hole in the air cleaner elbow at 90° to the rear of the elbow center line and $1-1/2$ " from the lower edge of the elbow (see Fig. 7). With compressed air, clean inside of the air cleaner elbow.

20. Using liquid soap as a lubricant, insert the grommet (9, Fig. 3) into the $7/16$ " hole with the external chamfer toward the inside of the air cleaner elbow (see Fig. 8).

21. Clean and service the air cleaner. When reinstalling the oil bath type air cleaner, be sure to hold the air cleaner elbow firmly and squarely on the carburetor air horn while the clamp screw is securely tightened. This assures that the felt packing will seal the air cleaner-to-carburetor joint. In particularly dusty areas, tape the oil bath type air cleaner elbow at clamp slots as an added insurance against entrance of dust at this point (use masking tape or adhesive tape).

22. Insert the nipple (8) into the nipple-to-shroud hose so that the flared end protrudes $1/4$ " out of the hose (see Fig. 9).

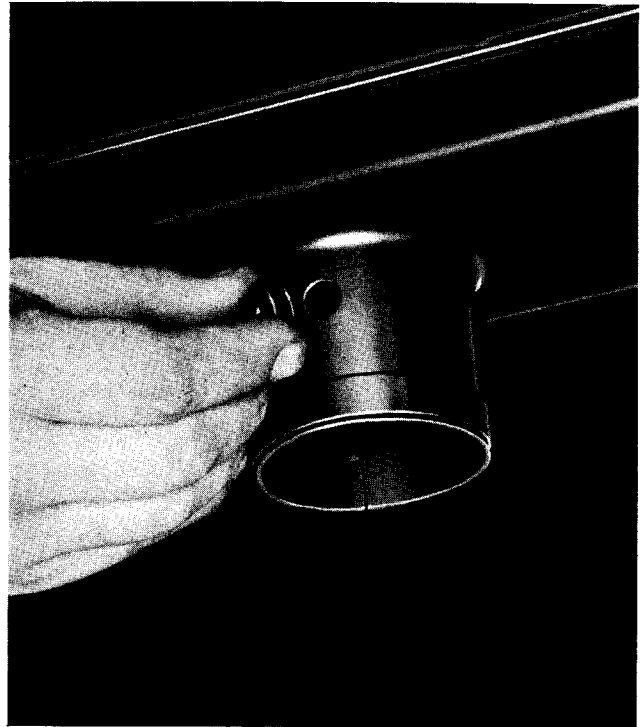


FIG. 8

with liquid soap as a lubricant, insert the flared end of the nipple into the grommet in the air cleaner. Connect the other end of the hose to the shroud pipe.

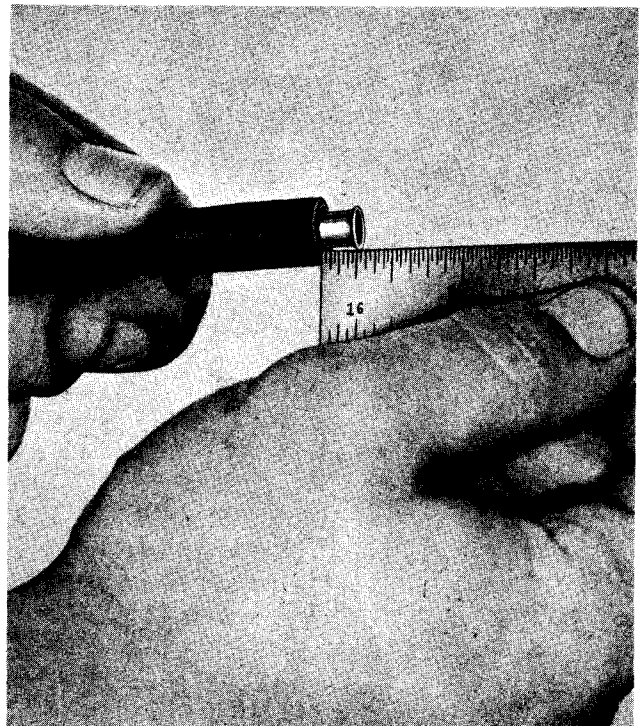


FIG. 9

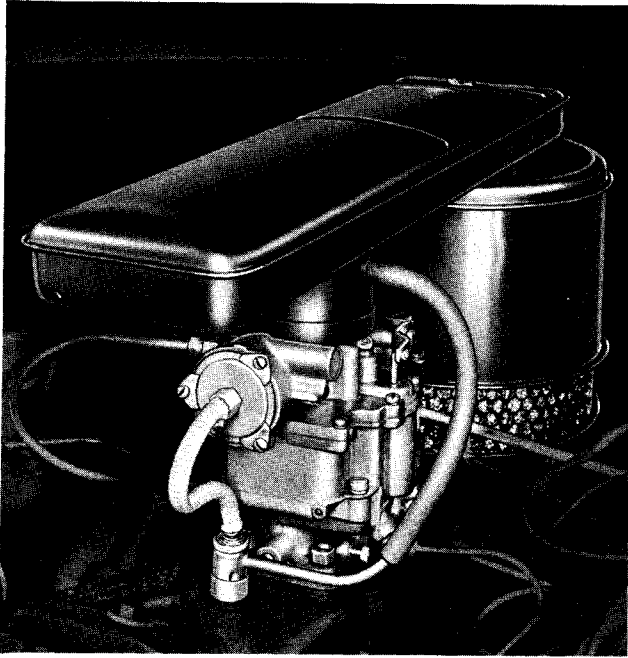


FIG. 10

Figures 10 and 11 illustrate the completed installation on the oil coated and oil bath types of air cleaner, respectively.

23. Start the engine and run it sufficiently to bring it to operating temperature in order to check for proper choke action. Stop the

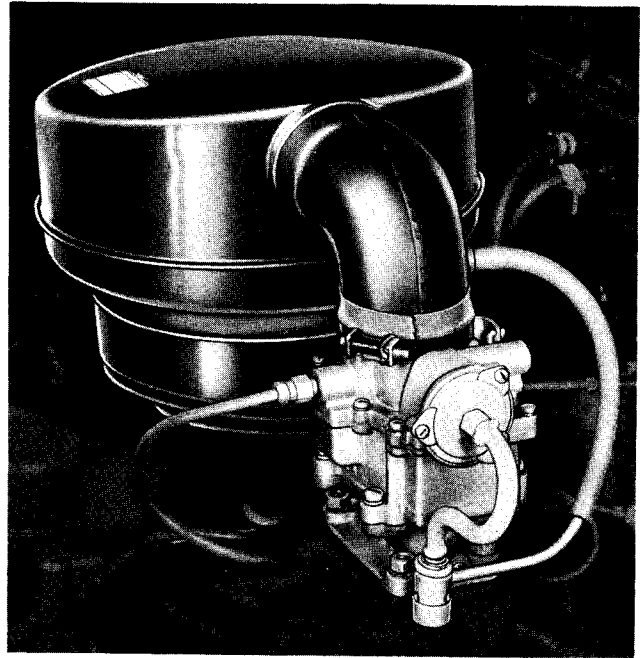


FIG. 11

engine and allow it to cool. Make certain that choke returns to its closed position.

When it is necessary to remove the air cleaner following this installation, disconnect the nipple-to-shroud hose at the air cleaner by pulling the hose and nipple out of the grommet.



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